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Mengle

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- (54) **JET ENGINE NOZZLE EXIT CONFIGURATIONS AND ASSOCIATED SYSTEMS AND METHODS**

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60/771, 39.5; 239/265.19, 265.37, 265.43,
239/265.39; 181/213

See application file for complete search history.

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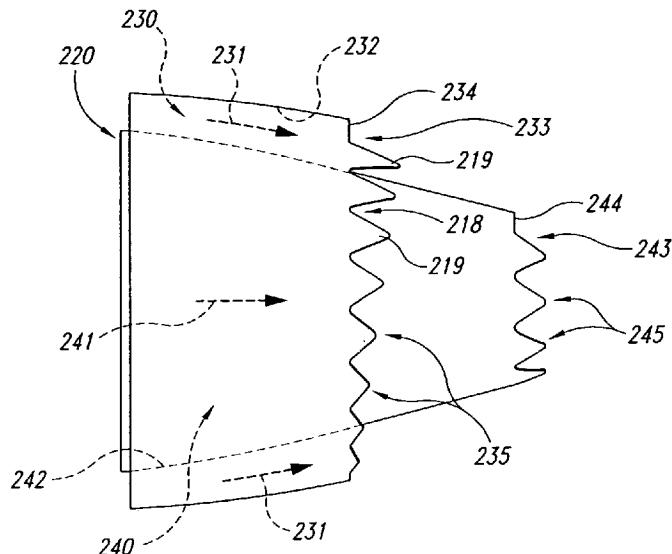
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ABSTRACT

Nozzle exit configurations and associated systems and methods are disclosed. An aircraft system in accordance with one embodiment includes a jet engine exhaust nozzle having an internal flow surface and an exit aperture, with the exit aperture having a perimeter that includes multiple projections extending in an aft direction. Aft portions of individual neighboring projections are spaced apart from each other by a gap, and a geometric feature of the multiple can change in a monotonic manner along at least a portion of the perimeter.

55 Claims, 9 Drawing Sheets



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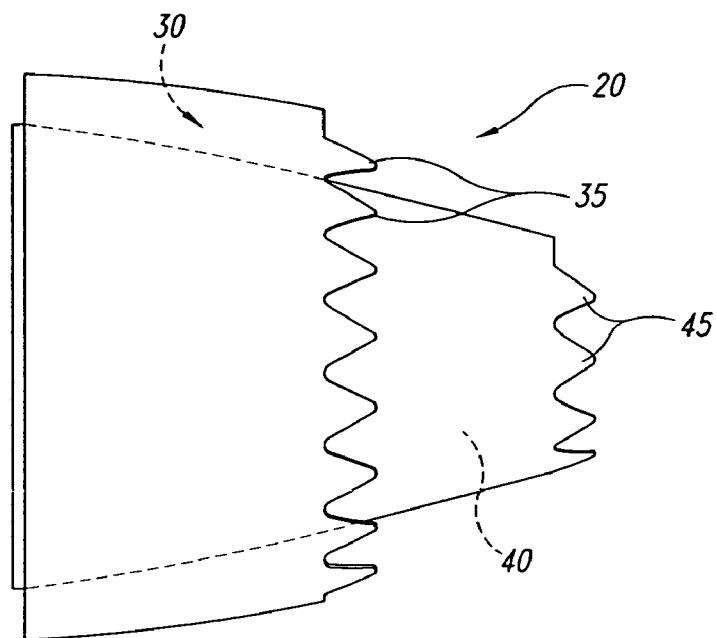


Fig. 1
(Prior Art)

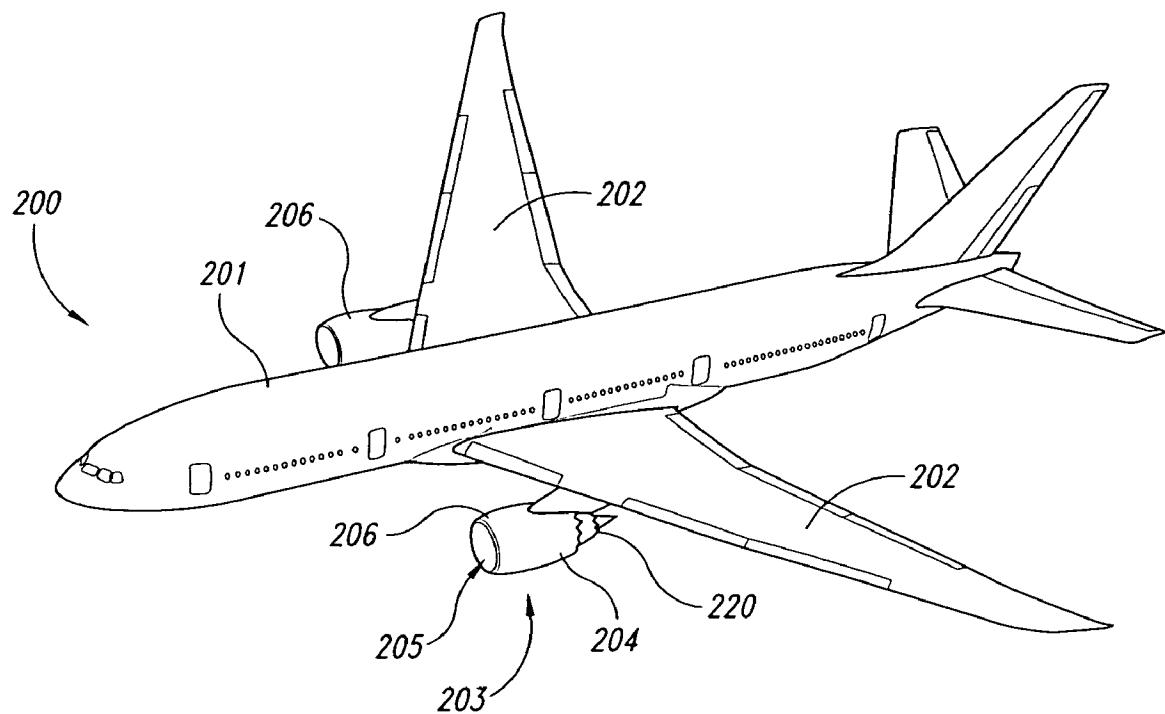


Fig. 2

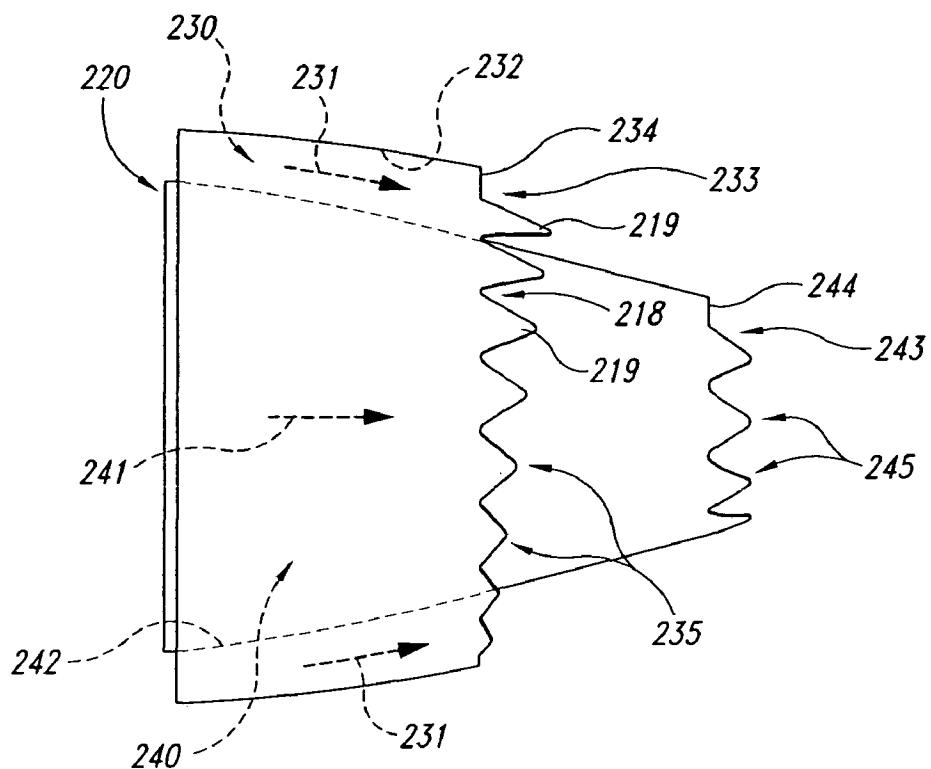


Fig. 3

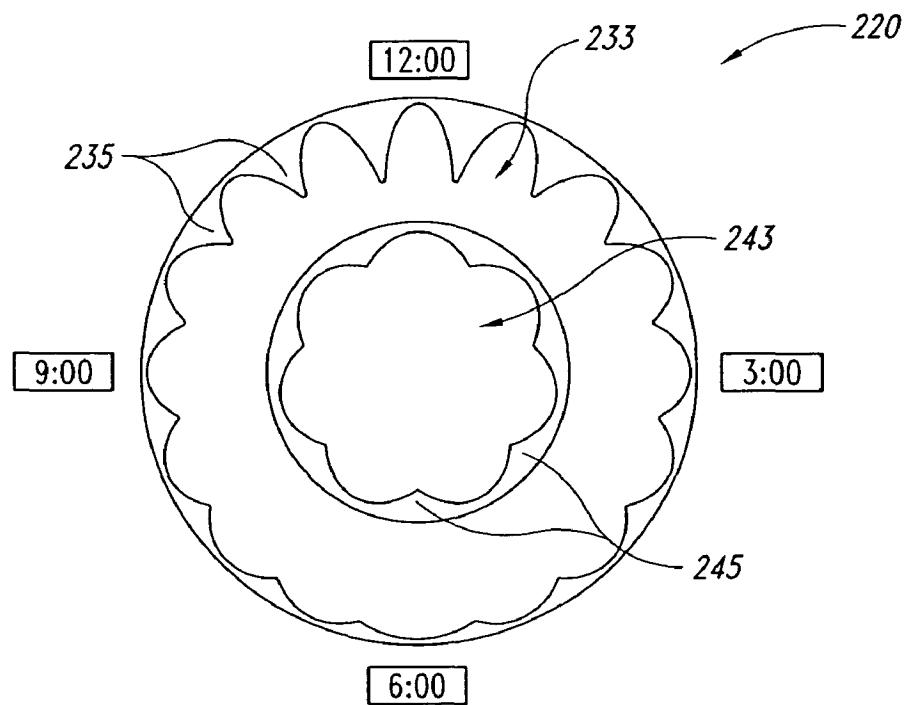
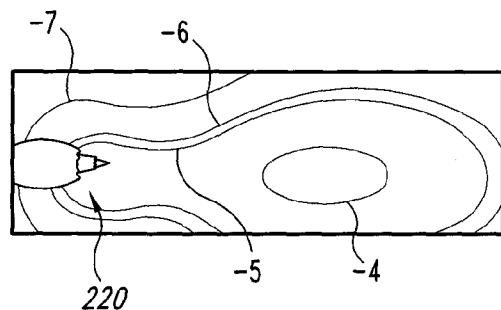
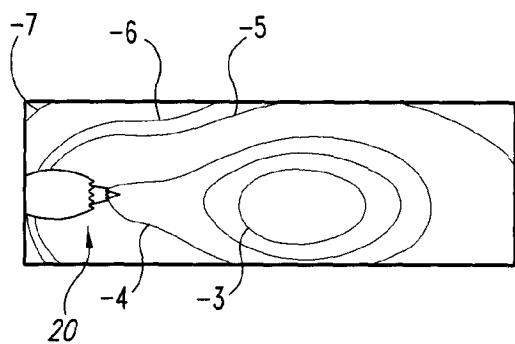
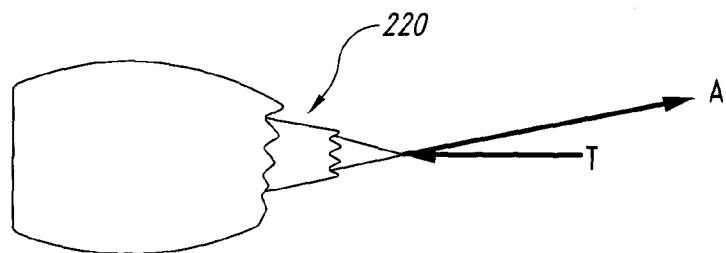
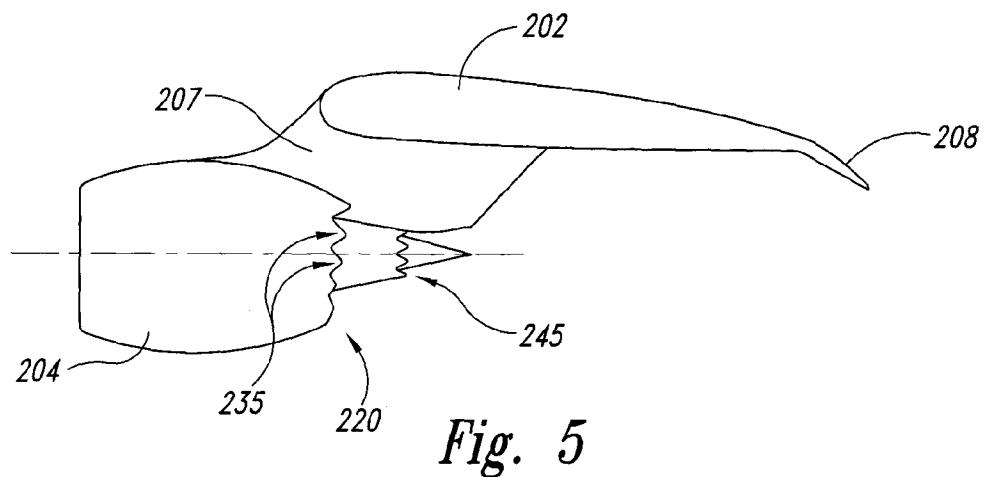


Fig. 4



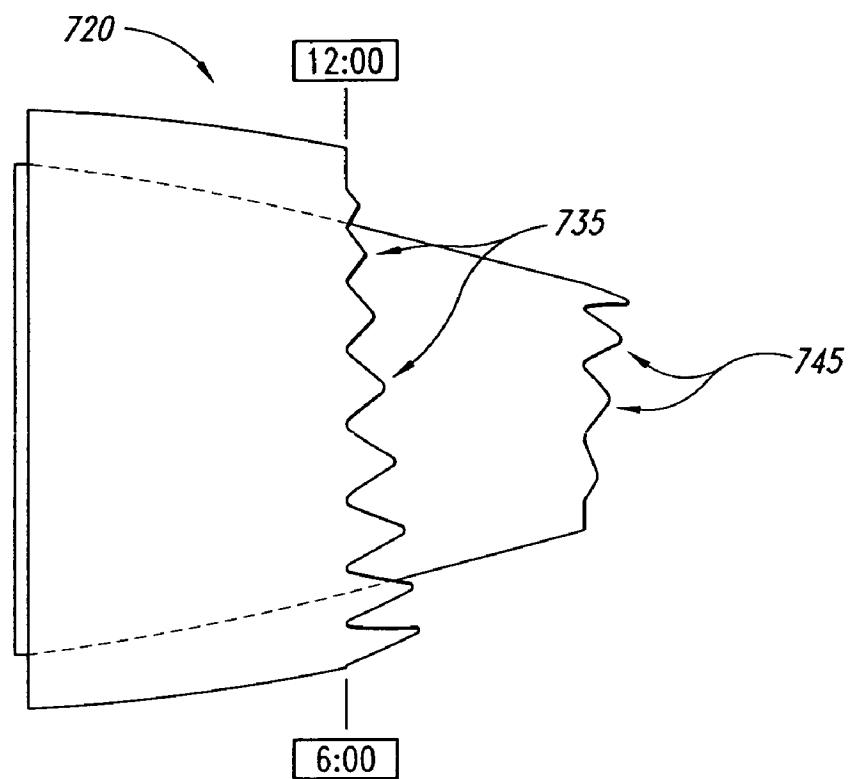


Fig. 7

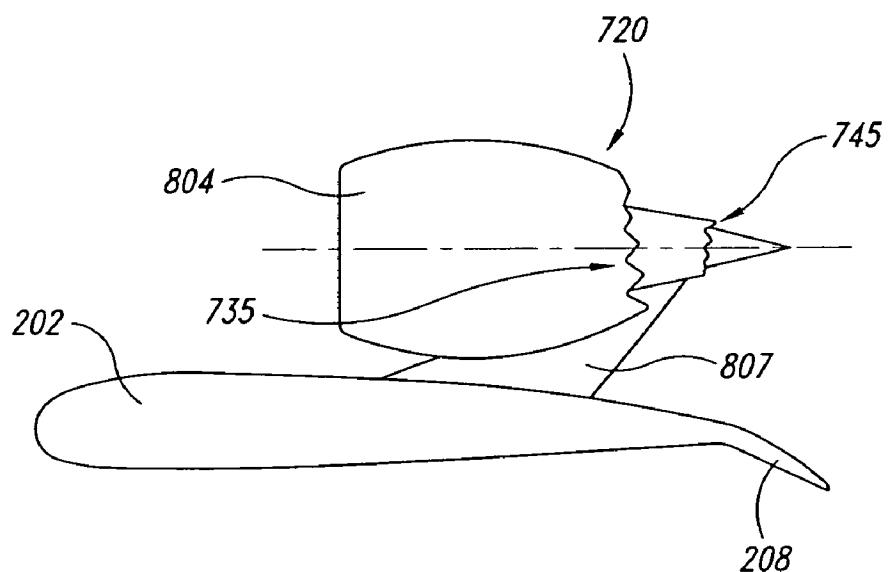


Fig. 8

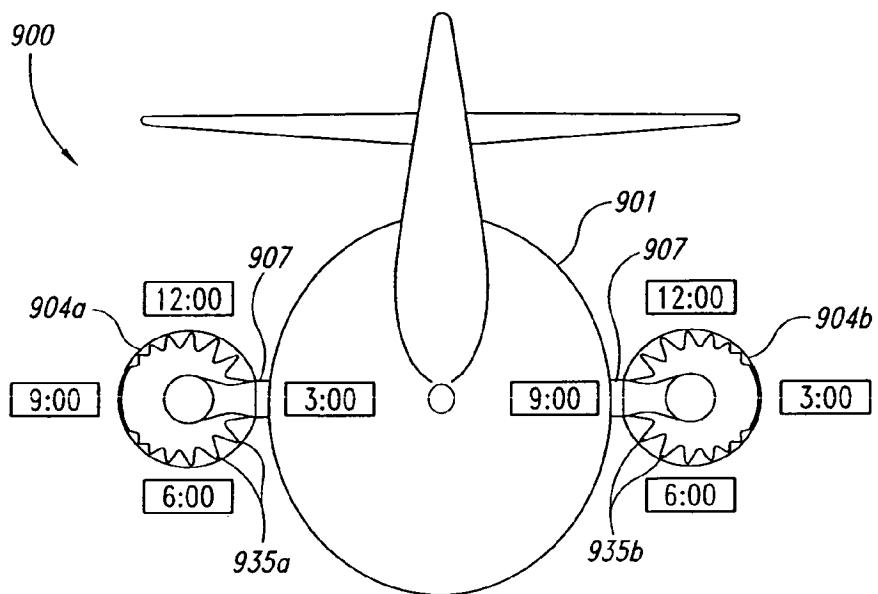


Fig. 9A

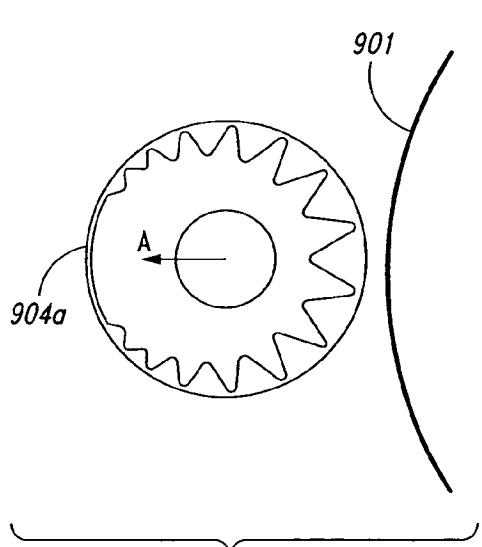


Fig. 9B

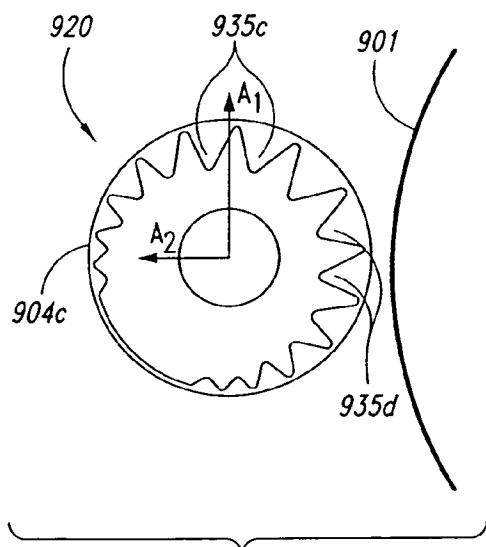


Fig. 9C

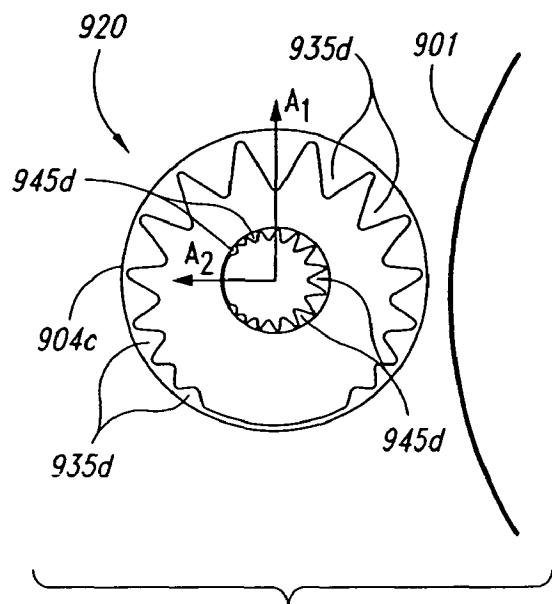


Fig. 9D

FAN CORE	R	T	B	K	V
R					
T					
B					
K					
V					

Fig. 10

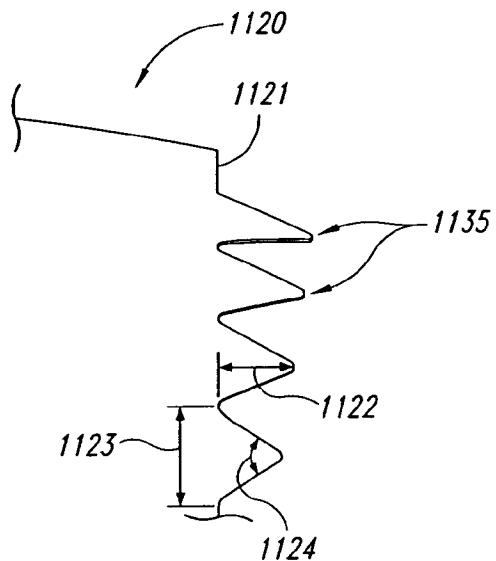


Fig. 11A

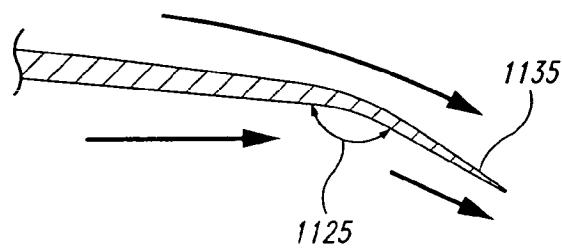


Fig. 11B

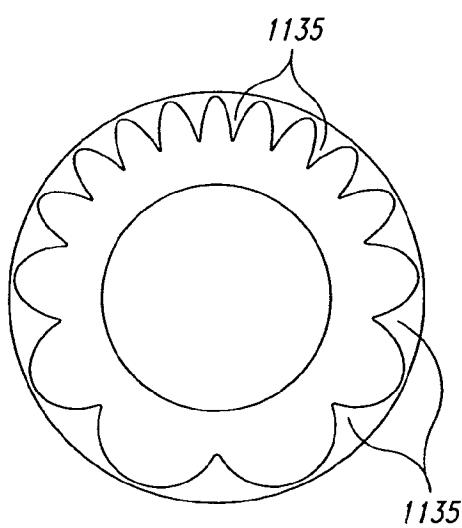


Fig. 11C

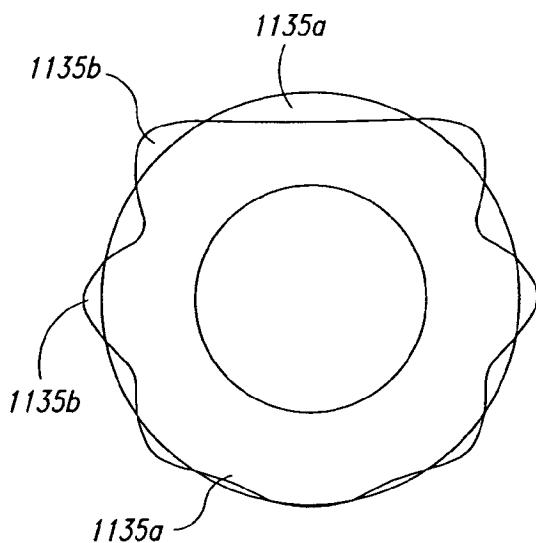


Fig. 11D

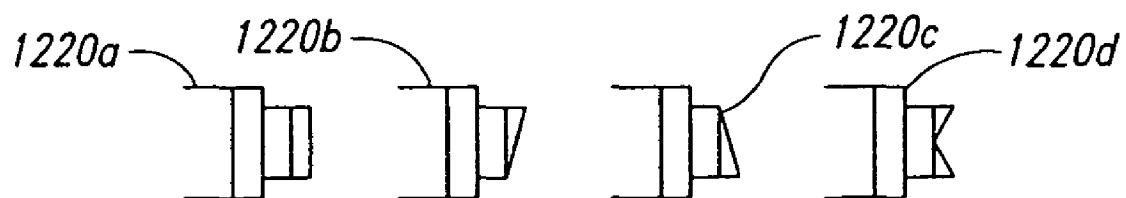
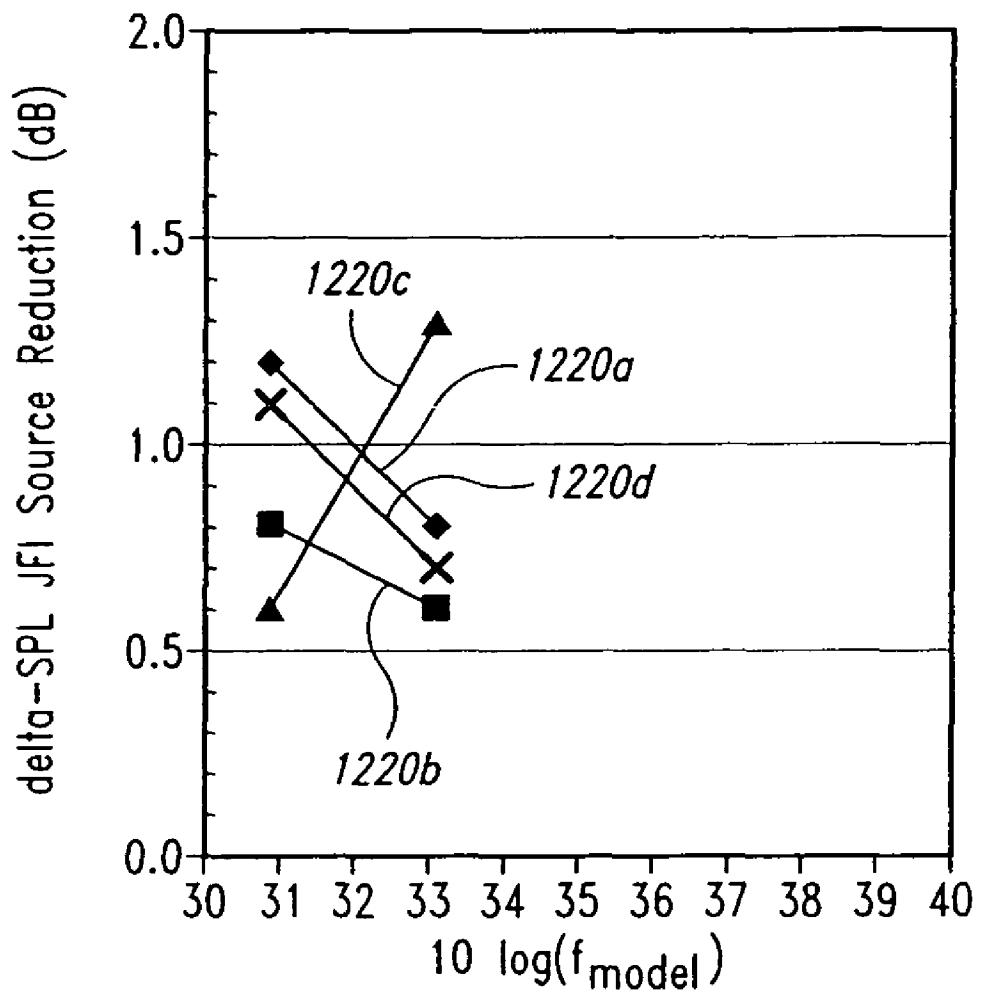


Fig. 12

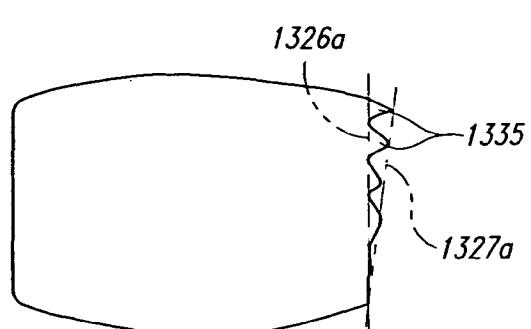


Fig. 13A

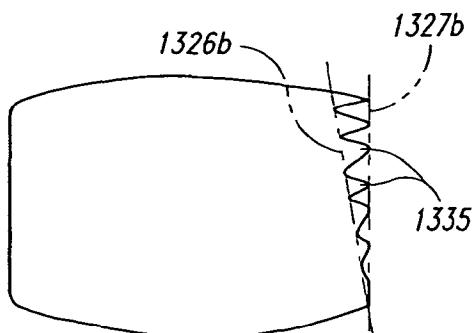


Fig. 13B

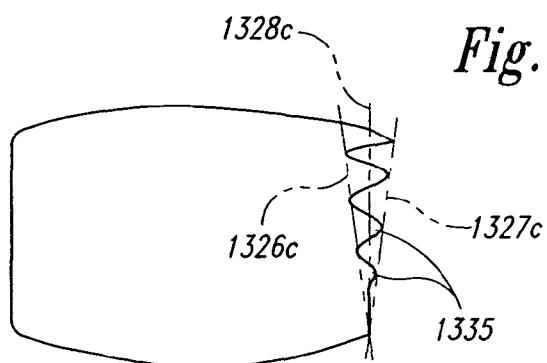


Fig. 13C

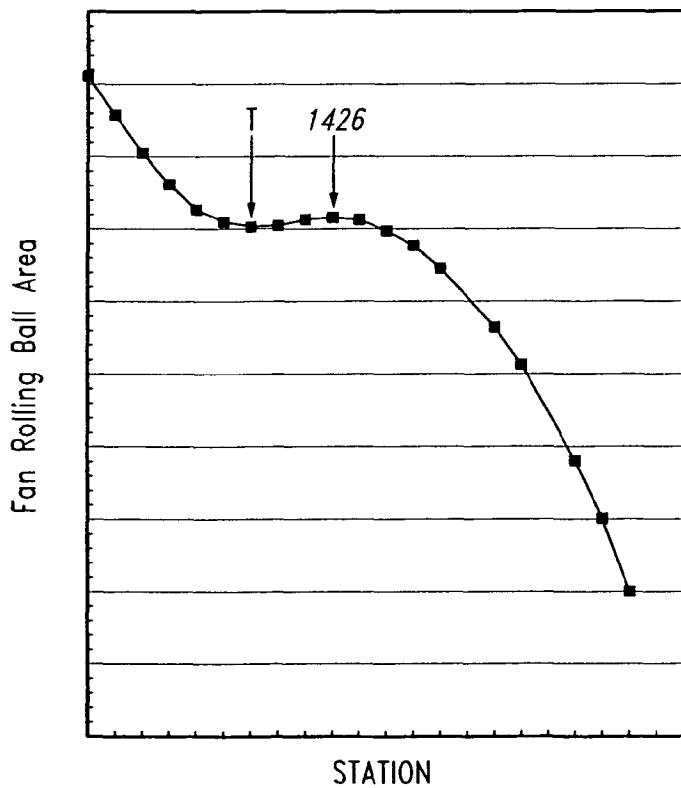


Fig. 14

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**JET ENGINE NOZZLE EXIT
CONFIGURATIONS AND ASSOCIATED
SYSTEMS AND METHODS**

**STATEMENT REGARDING FEDERALLY
SPONSORED RESEARCH**

This invention was made with government support under contract number NAS 1-00086 awarded by NASA. The government has certain rights in this invention.

TECHNICAL FIELD

The present disclosure is directed to jet engine nozzle exit configurations and associated systems and methods, including nozzles having chevrons or other projections that vary in a circumferential or azimuthal manner around an exit perimeter of the nozzle.

BACKGROUND

Aircraft manufacturers are under continual pressure to reduce the noise produced by aircraft in order to satisfy increasingly stringent noise certification rules. Aircraft engines are a major contributor to overall aircraft noise. Accordingly, aircraft engines in particular have been the target of manufacturers' noise reduction efforts. Aircraft engines have been made significantly quieter as a result of advanced high bypass ratio engines. These engines derive a significant fraction of their total thrust not directly from jet exhaust, but from bypass air which is propelled around the core of the engine by an engine-driven forwardly mounted fan. While this approach has significantly reduced aircraft noise when compared with pure turbojet engines and low bypass ratio engines, engine and aircraft federal regulations nevertheless continue to require further engine noise reductions.

One approach to reducing engine noise is to increase the amount of mixing between the high velocity gases exiting the engine, and the surrounding freestream air. FIG. 1 illustrates a nozzle 20 having "chevrons" that are designed to produce this effect. Chevrons generally include certain types of serrations on the nozzle lip, typically, triangular in shape having some curvature in the lengthwise cross-section, which slightly immerses them in the adjacent flow. The chevron can project either inwardly or outwardly, by an amount that is on the order of the upstream boundary layer thickness on the inner or outer surface, respectively. In general, the chevron planform shape can also be trapezoidal or rectangular. The nozzle 20 includes a core flow duct 40 through which the engine core flow is directed, and a fan flow duct 30 arranged annularly around the core flow duct 40, through which the fan air passes. The exit aperture of the fan flow duct 30 can include fan flow chevrons 35, and the exit aperture of the core flow duct 40 can include core flow chevrons 45. The chevrons typically reduce the low-frequency noise by increasing the rate at which the engine flow streams mix with the surrounding freestream air at the length scale of the nozzle diameter. While this approach has resulted in noise reduction compared with nozzles that do not include chevrons, further noise reduction is desired to meet community noise standards.

SUMMARY

The following summary is provided for the benefit of the reader only, and is not intended to limit in any way the invention as set forth by the claims. Particular aspects of the dis-

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closure are directed to an aircraft system that includes a jet engine exhaust nozzle having an internal flow surface and an exit aperture. The exit aperture has a perimeter that includes multiple projections extending in an aft direction. The projections can be circumferentially spaced about the perimeter, and a geometric feature of the multiple projections can change in a monotonic manner along at least a portion of the perimeter. For example, successive projections can have a length that decreases in a direction away from a wing of the aircraft along the perimeter. In other aspects, the geometric feature can include an angular deflection of the projection, a shape of the projection, and/or a density of the projections around the perimeter. The manner in which the geometric feature is varied can reduce engine noise.

In further particular embodiments, the engine can include a turbofan engine, and the exhaust nozzle can include a first internal flow surface positioned to receive a fan flow and a second internal flow surface positioned to receive an engine core flow. Each flow surface can terminate at an exit aperture, and each exit aperture can include multiple projections. A geometric feature of the projections at the fan flow internal surface can vary in a manner that is different from the manner in which the geometric projections of the core flow surface vary.

In still further particular embodiments, the manner in which the geometric feature of the projections varies can depend upon the particular installation of the nozzle. For example, when the nozzle is positioned near an aircraft wing, the projections can be longer at the portion of the nozzle close to the wing, and shorter at the portion of the nozzle distant from the wing. When the nozzle is positioned proximate to an aircraft fuselage, the projections can be longer toward the fuselage and shorter at a portion of the nozzle positioned away from the fuselage. The variation of the projection geometric feature can be selected to reduce the acoustic signature on the ground and/or in the aircraft cabin.

Other aspects of the disclosure are directed to methods for manufacturing an aircraft. One method includes selecting a fuselage configuration and a wing configuration. The method can further include selecting a turbofan nozzle configuration to include a fan flow duct having a first internal surface positioned to receive a fan flow, and a core flow duct having a second internal flow surface positioned to receive an engine core flow. The method can still further include selecting an exit aperture of at least one of the ducts to have a perimeter that includes multiple projections extending in an aft direction, with a portion of individual neighboring projections spaced apart from each other by a gap. A geometric feature of at least some of the projections is selected in a manner that depends at least in part on a location of the engine nozzle relative to the fuselage, the wing, or both the fuselage and the wing.

Another aspect is directed to a method for controlling aircraft noise and includes directing gas through a jet engine nozzle and controlling a total thrust vector of the gas to be non-parallel to an acoustic intensity vector at one or more acoustic frequencies. The vectors are controlled by directing the gas adjacent to multiple nozzle projections having different geometric features, and mixing the gas with adjacent freestream air at the nozzle projections.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 schematically illustrates a nozzle configured in accordance with the prior art.

FIG. 2 illustrates an aircraft having a nozzle configured in accordance with an embodiment of the invention.

FIG. 3 is a partially schematic, side elevation view of a turbofan engine nozzle having projections arranged in accordance with an embodiment of the invention.

FIG. 4 is a partially schematic, rear elevation view of an embodiment of the nozzle shown in FIG. 3.

FIG. 5 is a partially schematic, side elevation view of an embodiment of the nozzle shown in FIGS. 3 and 4, installed beneath an aircraft wing in accordance with another embodiment of the invention.

FIGS. 6A-6C illustrate acoustic characteristics of an existing nozzle and a nozzle configured in accordance with an embodiment of the invention.

FIG. 7 is a partially schematic, side elevation view of a nozzle having projections at its exit that vary in accordance with another embodiment of the invention.

FIG. 8 is a partially schematic, side elevation view of an embodiment of the nozzle shown in FIG. 7 mounted to a wing in accordance with another embodiment of the invention.

FIG. 9A is a partially schematic, rear elevation view of two nozzles mounted proximate to an aircraft fuselage, each having exit projections that vary in accordance with another embodiment of the invention.

FIGS. 9B-9D are schematic illustrations of acoustic intensity vectors corresponding to nozzles configured in accordance with still further embodiments of the invention.

FIG. 10 is a schematic illustration representative of nozzle projection variations in accordance with several embodiments of the invention.

FIGS. 11A-11D illustrate geometric characteristics of nozzle projections that may be varied in accordance with further embodiments of the invention.

FIG. 12 is a graph illustrating an expected effect of nozzle projection variation on sound attenuation at a variety of frequencies.

FIGS. 13A-C illustrate projections arranged in accordance with still further embodiments of the invention.

FIG. 14 is a schematic illustration of a nozzle gas path flow area in accordance with an embodiment of the invention.

DETAILED DESCRIPTION

Aspects of the present disclosure are directed to nozzle exit configurations and associated systems and methods. Specific details of certain embodiments are described below with reference to FIGS. 2-14. Several details of structures or processes that are well-known and often associated with such methods and systems are not set forth in the following description for purposes of brevity. Moreover, although the following disclosure sets forth several embodiments of different aspects of the invention, several other embodiments of the invention can have different configurations or different components than those described in this section. Accordingly, the invention may have other embodiments with additional elements and/or without several of the elements described below with reference to FIGS. 2-14.

FIG. 2 is an illustration of a commercial jet transport aircraft 200 having wings 202, a fuselage 201, and a propulsion system 203. The illustrated propulsion system 203 includes two turbofan engines 206 carried by the wings 202. Each engine 206 is housed in a nacelle 204, which includes an inlet 205 and a nozzle 220. The nozzles 220 include particular features, discussed in greater detail below, that reduce and/or direct the noise generated by the engines 206 in a selected manner. As is also discussed below, the manner in which the noise is reduced and/or directed can depend upon a particular installation of the propulsion system 203. Accordingly, in other embodiments, the aircraft 200 can include a different

number of engines and/or engines carried by different portions of the aircraft, along with nozzles 220 that are tailored to the particular installation.

FIG. 3 is an enlarged side elevation view of an embodiment 5 of the nozzle 220 as shown in FIG. 2. The nozzle 220 can include a fan flow duct 230 having a fan internal flow surface 232 that directs fan flow away from the upstream engine along a fan flow path 231. The nozzle 220 also includes a core flow duct 240 having a core internal flow surface 242 that directs 10 the core flow away from the engine along a core flow path 241. The fan flow duct 230 terminates at a fan exit aperture 233 that is defined at least in part by a fan aperture perimeter 234 having multiple first or fan flow projections 235 that extend in an aft direction. Each of the fan flow projections 235 15 can have a generally triangular or chevron shape in a particular embodiment shown in FIG. 3, and can accordingly include aft or tip portions 219 that are spaced apart from each other by a gap 218. The fan flow projections 235 can have other shapes (e.g., trapezoidal or irregular) in other embodiments. As is 20 also shown in FIG. 3, at least one geometric feature of the fan flow projections 235 changes in a generally monotonic manner along at least a portion of the fan aperture perimeter 234. For example, as shown in FIG. 3, the length of successive fan flow projections 235 changes in a circumferential direction 25 around the fan aperture perimeter 234. As will be discussed in greater detail below, other features of the fan flow projections 235 may be changed in addition to, or in lieu of, the length of the projections.

As is also shown in FIG. 3, the core flow path 241 30 terminates at a core exit aperture 243 having a perimeter 244 with second or core flow projections 245. The core exit aperture 243 can be downstream of the fan exit aperture 233, as shown in FIG. 3, or it can have other locations relative to the fan exit aperture 233 (e.g., upstream) in other embodiments. In a 35 particular embodiment shown in FIG. 3, the core flow projections 245 have geometric shapes and features that remain generally uniform around the perimeter 244 of the core exit aperture 243. In other embodiments discussed later with reference to additional Figures, the core flow projections 245 40 can have geometric features that vary around the perimeter 244. The manners in which the core flow projections 245 and/or the fan flow projections 235 vary can depend upon factors which can include the manner in which the nozzle 220 is mounted to an aircraft, the frequency range over which 45 noise reduction is desired, and/or the region of the local environment in which the noise is to be reduced (e.g., the ground beneath the aircraft and/or the aircraft interior). The nozzle 220 can have either fan flow projections 235, core flow projections 245, or both. In at least some embodiments, the projections may extend around only a portion of the corresponding perimeter (e.g., with no projections on the remainder of the perimeter), and/or may have irregular spacings.

FIG. 4 is a forward-looking schematic view of the nozzle 220, schematically illustrating the fan flow projections 235 55 and the core flow projections 245. As shown in FIG. 4, the length of the fan flow projections 235 changes in a monotonic fashion from the 12:00 position to the 6:00 position in both clockwise and counterclockwise directions. Accordingly, the monotonic change of this geometric feature extends over 60 180° of the fan aperture perimeter 234 (e.g., opposite lateral halves of the nozzle 220 are generally symmetric). In other embodiments, the change can take place over a greater or lesser circumferential range. For example, the monotonic change may in some embodiments extend over a portion of the fan exit aperture 234 occupied by three fan flow projections 235. In still further embodiments, the monotonic variation 65 can apply to groups or sets of fan flow projections 235.

For example, pairs of fan flow projections 235 (or core flow projections 245) may have characteristics that vary in a monotonic manner. Further details of one such arrangement are described below with reference to FIG. 11D. In any of these embodiments, the change in the geometric feature can result in an asymmetric nozzle 220.

FIG. 5 is a partially schematic, side elevation view of the nozzle 220 and the nacelle 204 installed on the wing 202. In this arrangement, the nacelle 204 is carried below the wing 202 and is supported by a pylon 207 relative to the wing 202. Accordingly, the fan flow projections 235 are longer toward the wing 202 than they are away from the wing 202, which can advantageously reduce nozzle noise without compromising thrust levels. In particular, the wing 202 can include movable trailing edge devices 208, such as flaps. The exhaust jet flow exiting the nozzle 220 can interact with the wing 202, and particularly with any trailing edge devices 208. This jet-flap interaction can increase the noise above that which is generated by the nozzle 220 alone. Such interactions can also occur between the downstream wake of the pylon 207 and the exhaust flow. Accordingly, it may be advantageous to encourage additional mixing between the nozzle flow and the adjacent freestream flow near the pylon 207 and near the lower surface of the wing 202, including near the trailing edge device 208 to reduce this jet-flap interaction.

The projections can enhance mixing between the jet flow and the ambient flow by introducing axial or streamwise vorticity generated by the pressure difference between the outwardly and inwardly facing surfaces of the fan flow projections 235. It is expected that by encouraging additional mixing in these regions, the flow velocity gradients, and/or the flow velocity magnitudes in these regions will be reduced, compared to levels that would be present without the enhanced mixing provided by the fan flow projections 235. The enhanced mixing that can lead to decreased turbulence intensity far away from the nozzle can also increase it near the nozzle. Accordingly, the elongated fan flow projections 235 can be concentrated in the region expected to provide an enhanced acoustic performance (e.g., toward the top of the nozzle 220). At the same time, the fan flow projections 235 positioned toward the bottom of the nozzle 220 can be smaller than those positioned toward the top. An expected benefit of this arrangement is that the smaller projections 235 near the bottom of the nozzle 220 impinge less into the flow exiting the nozzle 220 and accordingly have a reduced impact on the mass flow exiting the nozzle 220 and the turbulence intensity downstream near the bottom sector. As a result, the potential reduction in thrust created by the presence of the fan flow projections 235 and the potential increase in the turbulence intensity overall can be mitigated by having smaller fan flow projections 235 in those regions that may not be as important for sound reduction as are other regions.

FIG. 6A schematically illustrates the effect described above. In this Figure, a thrust vector T and an acoustic intensity vector A are superimposed on a schematic illustration of the nozzle 220. The thrust vector T represents the direction and magnitude of the thrust produced by the nozzle 220, and the acoustic intensity vector A represents the direction and magnitude of the vector sum of far field acoustic intensities in the upper and lower hemispheres projected in the plane of the nozzle axis and the observer at a particular frequency or range of frequencies. For a nozzle having no projections, or uniform projections (such as are shown in FIG. 1), the thrust vector T and the acoustic intensity vector A are generally parallel and generally axial. By tailoring the fan flow projections 235 in the manner shown in FIGS. 3-5, the acoustic intensity vector component directed toward the observer (assumed to be

below the nozzle in FIG. 6A) can be reduced. This can be achieved by directing the acoustic intensity vector A effectively upward, thus reducing the downwardly directed component, or simply by reducing the magnitude of the acoustic intensity vector A without changing its direction. At the same time, the thrust vector T can remain axial. In fact, in a particular embodiment using this arrangement, the direction of the thrust vector T with the azimuthally varying fan flow projections 235 is identical or nearly identical to that associated with a nozzle having no projections.

FIGS. 6B and 6C compare measured acoustic test data proximate to an uninstalled baseline nozzle 20 generally similar to that shown in FIG. 1, with an uninstalled nozzle 220 generally similar to that shown in FIG. 3. At the particular frequency shown in these Figures (1223 Hz), the peak acoustic emission level at the source is reduced by approximately 1.4 dB, as is indicated graphically by the contour plots of constant sound level shown in these Figures. At the same time, the overall thrust vector direction is expected to be unchanged (e.g., axial), for the configuration shown in FIG. 6C, as compared with the baseline configuration shown in 6B. The thrust level for the configuration shown in FIG. 6C is expected to be at least very close to, if not equal to, the thrust level for the configuration shown in FIG. 6B. It is expected that the low impact of the circumferentially varying fan flow projections 235 on the thrust level may be due to the smaller projections 235 at the bottom perimeter of the nozzle 220 leading to a higher effective area of the nozzle. These projections tend not to extend into the nozzle exit flow by a great amount (e.g., they are not significantly immersed in the nozzle flow), and so have a reduced impact on nozzle mass flow rate, discharge coefficient and thrust. The foregoing results for noise reduction at the source are expected to also be significant for community noise reduction.

A comparison of acoustic data far away from the nozzle 220 (in the “far field”) at low frequencies showed that the isolated nozzle 220 reduced noise compared to an isolated conventional round nozzle (with no projections) over a large sector of aft angles by about 3 to 4 dB at take-off, and by about 1.5 dB when compared to an isolated baseline nozzle 20 generally similar to that shown in FIG. 1. Under installed conditions, the range of observer angles and the frequencies over which the noise benefit attributed to the nozzle 220 is observed is reduced somewhat, impacting the overall noise benefit; however, embodiments of the installed nozzle 220 is still quieter than the baseline nozzle 20 (FIG. 1).

One feature of the foregoing embodiments described above with reference to FIGS. 3-6C is that azimuthally or circumferentially varying one or more geometric features of the fan flow projections 235 can reduce overall acoustic emissions from the engine, without an adverse or significantly adverse effect on engine thrust. In particular, relatively low frequency noise may be reduced and/or deflected away from observers on the ground. This noise is generally associated with jet-mixing interactions, for example, the type of mixing that occurs between the exhaust jet and the freestream flow, particularly adjacent to the pylon and the wing. The effect of reducing jet-wing and/or jet-pylon interaction noise can be particularly important on takeoff and approach, where community noise issues are a significant design factor. In particular, during takeoff, jet velocities are very high (although the trailing edge devices are typically not deployed by a great amount), while on landing, the trailing edge devices are deployed by a greater amount, while the jet exit velocities are not as high. In either embodiment, jet interaction noise can be a significant contributor to the overall acoustic signature of the aircraft, and can be reduced by a beneficial amount with-

out a significant thrust penalty, as a result of projections having geometric features that vary circumferentially around the nozzle exit.

Another contributor to the overall acoustic signature of the aircraft is shockcell noise, which is typically associated with supersonic fan flow. Accordingly, shockcell noise may also be reduced by projections which diminish circumferential coherence and thereby weaken the shockcells addressed by the arrangement of the fan flow projections. In some cases, the core flow may also contribute to shockcell noise, in which case the second or core flow projections may be tailored, in addition to (or in lieu of) tailoring the fan flow projections.

Comparison of shockcell noise data between an embodiment of the nozzle 220 and a conventional round coaxial nozzle without projections (during a flight test at cruise conditions) showed a noise reduction of up to 5 dB on the exterior of the fuselage on the side where the engine was located. At the same time, the overall thrust vector direction between these two nozzles was unchanged, and the thrust level of the nozzle 220 actually increased slightly (0.65% at cruise) when compared to the conventional nozzle with no projections.

FIG. 7 illustrates a nozzle 720 having first or fan flow projections 735 and second or core flow projections 745. The fan flow projections 735 and the core flow projections 745 vary in monotonic, opposite manners. That is, the fan flow projections 735 tend to be longer toward the bottom of the nozzle 720 than toward the top of the nozzle 720, while the core flow projections 745 vary in the opposite manner. The variation of the fan flow projections 735 is the opposite of the arrangement of fan flow projections 235 shown in FIG. 3. Accordingly, this arrangement may be suitable when the nozzle 720 is carried by a pylon extending downwardly (rather than upwardly) from the engine. Such an arrangement is shown in FIG. 8. In particular, FIG. 8 illustrates the wing 202 with an upper surface mounted pylon 807 carrying a nacelle 804 housing the nozzle 720. In this arrangement, the trailing edge devices 208 deploy downwardly (in a typical fashion) and, therefore, may not contribute significantly to the jet-flap interaction noise described above. However, the downstream wake of the pylon 807 may interact with the exhaust products and accordingly, it may be advantageous to have the fan flow projections 735 be longer in a region adjacent to the pylon 807, than in a region distant from the pylon 807.

FIG. 9A illustrates an aircraft 900 having two engine nacelles 904a, 904b that depend from or are at least proximate to the fuselage 901. In this particular embodiment, each of the engine nacelles 904a, 904b is carried by the fuselage 901 via a corresponding pylon 907. The nacelles 904a, 904b can include fan flow projections 935a, 935b that are configured to reduce the noise transmitted to the interior of the fuselage 901 (e.g., the passenger compartment). In particular, the fan flow projections 935a, 935b can be longer at a position close to the fuselage 901 than they are in a position distant from the fuselage 901. As a result, the fan flow projections 935a on the left nacelle 904a tend to be longest near the 3:00 position, and shortest near the 9:00 position, while the fan flow projections 935b on the second nacelle 904b have the opposite arrangement. It is expected that the enhanced mixing provided by the longer fan flow projections 935a, 935b near the fuselage 901 (which may have relatively greater immersion into the flow) can reduce the acoustic signature close to the fuselage 901, and can accordingly reduce the sound level experienced by passengers within the passenger compartment. The fan flow projections 935a, 935b that are more distant from the fuselage 901 can be shorter so as to reduce the overall effect of the fan flow projections 935a, 935b on engine thrust. FIG. 9B illus-

trates an acoustic intensity vector A corresponding to the sound level expected to be produced by the left nacelle 904a at a given frequency. In particular, the net acoustic intensity vector A points outwardly away from the fuselage 901, indicating that sound levels are expected to be lower near the fuselage 901 than distant from the fuselage 901.

The manner in which the geometric features of the projections vary around the perimeter of the nozzle can be selected to have a wide variety of effects, and different feature changes can be superimposed so as to address different acoustic requirements simultaneously. While superimposing different feature changes may not necessarily result in an optimum level of noise reduction for each requirement, the combination may be one that results in an overall noise reduction that meets multiple design requirements. For example, the longer fan flow projections 235 positioned toward the top of the nozzle (described above with reference to FIG. 3) may be combined with the longer projections 935a, 935b positioned toward the inboard side of the nozzle (described above with reference to FIG. 9A). The result may be fan flow projections having an increased length toward the top of the nozzle to reduce jet-flap interaction noise, and also longer toward the fuselage to reduce cabin noise. The projections may be shorter toward the bottom of the nozzle and toward the side of the nozzle away from the fuselage, so as not to significantly impact the overall exhaust product mass flow and thrust level, in a region of the nozzle where reduced acoustic signature may not be as important as it is near the fuselage and near the wing.

FIG. 9C schematically illustrates a nacelle 904c and nozzle 920 having projections configured to meet multiple acoustic objectives in the manner described above. In particular, longer projections 935c toward the top of the nozzle 920 are positioned to reduce jet-mixing noise (e.g., due to an overhead wing and/or pylon), as represented by a first acoustic radiation vector A1. Longer projections 935d toward the inboard side of the nozzle 920 are positioned to reduce shock-cell noise, as represented by a second acoustic vector A2.

FIG. 9D schematically illustrates a nozzle 920 configured in accordance with another embodiment of the invention to include two types of azimuthally varying projections: fan flow projections 935d that are longer and/or more immersed toward the top of the nozzle (near the pylon), and core flow projection 945d having monotonically decreasing lengths in a direction away from the fuselage 901. It is expected that this arrangement can reduce both community noise at low frequencies and shockcell/cabin noise at higher frequencies.

In still further embodiments, the manner in which the projections vary around the nozzle perimeter (and therefore the degree of mixing between the adjacent flows) can be changed depending on flight regime of the aircraft, by changing the degree to which the projections are immersed as a function of time. This arrangement can be used to reduce different spectra of noise in different flight regimes. For example, to obtain more mixing between the fan flow and the freestream air near the pylon (e.g., to reduce low-frequency noise during takeoff), the projections near the pylon can be actively bent inwardly during takeoff. If mid-frequency shockcell noise at cruise is reduced by another type of azimuthal variation, (e.g., by immersing projections near the fuselage by a greater amount than projections away from the fuselage), then this change can be made during the appropriate flight regime (e.g., during cruise). Such desired azimuthal variations in projection immersions can be obtained, for example, by using shape memory alloys inside the projections and suitable heat control elements. This arrangement can be applied to fan flow projections, and/or core flow projections. Further aspects of

active systems for accomplishing this variation are included in U.S. Pat. No. 6,718,752, incorporated herein by reference.

As discussed above, certain aspects of the manners by which projection geometric features are varied can be combined in a wide variety of ways. FIG. 10 illustrates schematically representative features that may be applied to the fan flow projections (along the horizontal axis), and/or the core flow projections (along the vertical axis). In these illustrations, R refers to regular or baseline projections that do not vary circumferentially, T refers to projections that are longer toward the top than the bottom, B refers to projections that are longer toward the bottom than the top, K refers to an arrangement in which projections are longer toward the top and the bottom, and V refers to an arrangement in which the immersion or degree to which the projections are bent inwardly toward the flow varies around the circumference of the nozzle, but the length does not. Depending upon the desired acoustic signature and the particular installation in which the nozzle is placed, these features may be combined in any of a variety of manners.

FIGS. 11A-11D illustrate representative features of individual projections 1135 that may be varied in accordance with particular embodiments of the invention. For example, FIG. 11A illustrates multiple projections 1135 located at a perimeter 1121 of a corresponding nozzle 1120. Geometric features of each projection 1135 that can be varied include the length 1122 of the projection 1135, the width 1123 of the projection 1135, and/or the apex angle 1124 of the projection 1135. The overall shape of the projection 1135 may also be varied. For example, the projections 1135 can have a triangular or chevron shape as shown in FIG. 11A, with generally sharp vertices, or the projections 1135 may have other shapes and/or shapes with rounded or other less abrupt transitions between edges. The number of projections 1135 per unit length of the perimeter 1121 is another variable that may be selected to have the desired effect on the acoustic signature, again depending upon the particular installation. As shown in FIG. 11B, the angle 1125 between the projection 1135 and the flow surface located just upstream of the projection 1135, or the curvature of the projection 1135, can also be varied so as to vary the immersion or degree to which the projection 1135 is deflected or bent inwardly into the nozzle flow. As shown in FIG. 11C, the density of projections 1135 (e.g., the number of projections 1135 per unit length along the nozzle exit perimeter) can also be varied. As noted above, in particular embodiments, there may be portions of the nozzle perimeter or circumference without projections, and/or the gap spacing between projections may vary in an irregular manner.

Many of the foregoing factors may be varied in combination with each other to produce a desired geometry. For example, if each projection 1135 has a fixed width 1123, then reducing the length 1122 of the projection 1135 will change the apex angle 1124. In at least some embodiments, the projections 1135 form part of an inwardly-sloping body of revolution around the axial centerline of the nozzle. Accordingly, longer projections 1135 will tend to be more immersed in the nozzle flow than shorter projections. In other embodiments the projections can be deflected outwardly away from the nozzle centerline, as opposed to inwardly toward the nozzle centerline. Similar considerations can be applied to determine the geometric features of such projections.

In a particular embodiment shown in FIG. 11D, at least some adjacent projections can be alternately immersed inwardly and outwardly (e.g., by the same amount or by different amounts). Accordingly, the nozzle 1120 can include pairs of inwardly deflected projections 1135a and outwardly deflected projections 1135b. The vortices from the adjacent

edges of an inwardly deflected projection 1135a and a neighboring outwardly deflected projection 1135b tend to merge to form only one axial vortex from those adjacent edges. Thus, for all practical purposes, each pair of alternately immersed projections can act like one projection having a larger combined width and a stronger axial vorticity. The parameters described above for obtaining azimuthal variation of mixing with respect to individual neighboring projections can also apply to each pair taken as a unit. For example, in order to obtain a monotonic variation in mixing from the top of the nozzle 1120 to the bottom of the nozzle 1120 the projections 1135a, 1135b can have a monotonically decreasing level of immersion (inwardly for the inwardly deflected projections 1135a and outwardly for the outwardly deflected projections 1135b) from top to bottom. In other embodiments, other geometric characteristics of the projection pairs can be varied.

FIG. 12 is a schematic illustration of four nozzles, labeled 1220a-d, each of which has core flow projections with a different configuration, in accordance with several embodiments. For example, nozzle 1220a has core flow projections that do not vary in a circumferential direction, nozzle 1220b has core flow projections that are longer at the top than at the bottom, nozzle 1220c has the opposite arrangement, and nozzle 1220d has core flow projections that are longer at the top and bottom and shorter in an intermediate region. In this particular embodiment, the fan flow projections for each of these nozzles are uniform. The graph of FIG. 12 illustrates the level of jet-flap interaction noise reduction associated with each of the nozzle configurations 1220a-d, as a function of frequency (on a logarithmic scale) compared to a simple round coaxial nozzle with no projections. Nozzles 1220a, b, d each reduce noise by a lesser amount at higher frequencies than at lower frequencies. By contrast, nozzle 1220c has a greater noise reduction capability at higher frequencies than at lower frequencies. FIG. 12 accordingly indicates that the manner in which the geometric feature varies around the perimeter of the nozzle may be selected based (at least in part) on the frequency of the noise that is to be reduced. If lower frequency noise is to be reduced, nozzles 1220a, b or d may be appropriate, and if higher frequency noise is to be reduced, nozzle 1220c may be more appropriate. Typically, community noise is a greater problem at lower frequencies than at higher frequencies, while cabin noise is typically a greater problem at higher frequencies than at lower frequencies. Accordingly, the appropriate arrangement of nozzle projections (or combination of nozzle projection arrangements) can be selected in a manner that depends on the particular noise reduction target. Similar noise reduction trends as a function of frequency were found for nozzles having varying fan flow projections and uniform core flow projections; however, in at least some of these cases, the reduction in the noise that is due to jet-flap interaction was higher than for the (baseline) nozzle 1220a.

FIGS. 13A-C and 14 illustrate still further geometric features that may be varied to achieve desired thrust and acoustic signature results in accordance with further embodiments of the invention. In particular, FIGS. 13A-13C illustrate nozzles having different root locus lines 1326 (shown as root locus lines 1326a-1326c) and tip locus lines 1327 (shown as tip locus lines 1327a-1327c). The root locus lines 1326a-1326b connect the root locations of successive fan flow projections 1335, and the tip locus lines 1327a-1327c connect the tip locations of the same projections 1335. FIG. 13A illustrates a generally vertical root locus line 1326a and an aft-canted tip locus line 1327a. FIG. 13B illustrates a forwardly-canted root locus line 1326b and a generally vertical tip locus line 1327b.

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FIG. 13C illustrates a forwardly-canted root locus line 1326C, an aft-canted tip locus line 1327c, and a generally vertical centroid locus line 1328c. The appropriate orientation of the root and tip locus lines may be selected to produce the desired acoustic vector, thrust vector, and/or other appropriate parameter. For example, canting the root locus line 1326 and/or the tip locus line 1327 may cant the thrust vector. If a particular azimuthal arrangement of projections 1335 shifts the thrust vector in an undesirable manner, canting the root locus line 1326 and/or the tip locus line 1327 can be used to correct the thrust vector back to the desired orientation. This methodology is illustrated in the context of fan flow projections, but may be applied to core flow projections in addition to or in lieu of the fan flow projections.

FIG. 14 illustrates the “rolling ball” flow area through the fan flow duct of a nozzle configured in accordance with another embodiment of the invention. FIG. 14 illustrates that the nozzle has a locally convergent-divergent arrangement, with a geometric throat T upstream of a corresponding root locus line 1426. This arrangement is expected to have several beneficial effects. For example, a local convergent-divergent region of the nozzle is expected to have enhanced aerodynamic effects at particular flight regimes. By positioning the geometric throat T upstream of the root locus line 1426, the effective exit area of the nozzle can be controlled such that it does not become susceptible to fan instability problems at low nozzle pressure ratios of the fan stream. The latter can occur when using inwardly immersed fan flow projections which can aerodynamically effectively behave like convergent nozzles. The shape of the projections that controls the local convergent-divergent behavior of the rolling ball area can be used to control the effective exit area and avoid fan instabilities. It is expected that this arrangement can reduce thrust degradation. It will be understood that in at least some cases, the nozzle can include an aerodynamic convergent section downstream of the local convergent-divergent region discussed above.

From the foregoing, it will be appreciated that specific embodiments of the invention have been described herein for purposes of illustration, but that various modifications may be made without deviating from the invention. For example, several of the embodiments described above were described in the context of nozzles having core flow paths that extend axially further aft than the corresponding fan flow paths (e.g., externally mixed nozzles). In other embodiments, the nozzles may be internally mixed and may have fan flow paths that extend further aft than the corresponding core flow paths. The nozzles may have a variety of exit perimeter shapes, including round, rectangular and elliptical.

Still further embodiments are described in the following documents, all of which are incorporated herein by reference: AIAA Paper 2006-2467, entitled “Reducing Propulsion Airframe Aeroacoustic Interactions with Uniquely Tailored Chevrons: 1. Isolated Nozzles,” dated May 8-10, 2006; AIAA Paper 2006-2434, entitled “Reducing Propulsion Airframe Aeroacoustic Interactions with Uniquely Tailored Chevrons: 2. Installed Nozzles,” dated May 8-10, 2006; AIAA Paper 2006-2435, entitled “Reducing Propulsion Airframe Aeroacoustic Interactions with Uniquely Tailored Chevrons: 3. Jet-Flap Interaction,” dated May 8-10, 2006; AIAA Paper 2006-2439, entitled “Flight Test Results for Uniquely Tailored Propulsion-Airframe Aeroacoustic Chevrons: Shockcell Noise,” dated May 8-10, 2006; AIAA Paper 2006-2438, entitled “Flight Test Results for Uniquely Tailored Propulsion-Airframe Aeroacoustic Chevrons: Community Noise,” dated May 8-10, 2006; AIAA Paper 2006-2436, entitled “Computational Analysis of a Chevron Nozzle Uniquely Tai-

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lored for Propulsion Airframe Aeroacoustics,” dated May 8-10, 2006; AIAA Paper 2005-0996, entitled “Relative Clocking of Enhanced Mixing Devices for Jet Noise Benefit,” dated Jan. 10-13, 2005; AIAA Paper 2005-2934, entitled “Jet Noise Characteristics of Chevrons in Internally Mixed Nozzles,” dated May 23-25, 2005; and AIAA Paper 2006-0623, entitled “Internal Flow and Noise of Chevrons and Lobe Mixers in Mixed-Flow Nozzles,” dated Jan. 9-12, 2006.

Aspects of the invention described in the context of particular embodiments may be combined or eliminated in other embodiments. For example, many of the geometric features described individually above may be combined in any of a variety of manners to meet corresponding acoustic and thrust design goals, while integrating appropriately with other structures of the aircraft into which the nozzles are integrated. Further, while advantages associated with certain embodiments of the invention have been described in the context of those embodiments, other embodiments may also exhibit such advantages, and not all embodiments need necessarily exhibit such advantages to fall within the scope of the invention. Accordingly, the invention is not limited, except as by the appended claims.

I claim:

1. An aircraft system, comprising: a jet engine exhaust nozzle having an internal flow surface positioned outwardly from a core flow path, the nozzle having an exit aperture, the exit aperture having a perimeter, the perimeter including multiple projections that are (a) non-moveable relative to the core flow path or (b) movable relative to the perimeter, the projections extending in an aft direction and circumferentially spaced about the perimeter with a length of the multiple projections in a first group decreasing successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group decreasing successively over at least three projections from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane.
2. The aircraft system of claim 1, further comprising: a fuselage; a wing carried by the fuselage; and an engine carried by at least one of the wing and the fuselage, the engine being coupled to the exhaust nozzle.
3. The aircraft system of claim 2 wherein successive projections have a length that decreases in a direction away from the wing along the perimeter.
4. The system of claim 3 wherein the nozzle is positioned below the wing and wherein projections toward an upper portion of the perimeter are longer than projections toward a lower portion of the perimeter.
5. The system of claim 3 wherein the nozzle is positioned above the wing and wherein projections toward a lower portion of the perimeter are longer than projections toward an upper portion of the perimeter.
6. The system of claim 2 wherein the nozzle is laterally offset from the fuselage, wherein projections toward an inboard portion of the perimeter are longer than projections toward an outboard portion of the perimeter.
7. The system of claim 1 wherein the length of the projections decreases successively from one projection to the next around half the perimeter.
8. The system of claim 1 wherein an angular deflection of the projections relative to a direction of gas flow through the nozzle decreases successively over at least three projections from one projection to the next.
9. The system of claim 1 wherein a density of projections decreases along the portion of the perimeter.

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10. The system of claim 1 wherein the projections are movable relative to the exit aperture.

11. The system of claim 10 wherein the projections are actively controlled to have different positions at different flight regimes.

12. The system of claim 1 wherein the projections have a generally triangular shape.

13. The system of claim 1 wherein the length of the projections changes in a monotonic manner from a 12:00 position at the perimeter clockwise to a 6:00 position, and from the 12:00 position counterclockwise to the 6:00 position.

14. The system of claim 1 wherein the perimeter is generally round, and wherein the length of the projections changes in a monotonic manner from a 3:00 position at the perimeter clockwise to a 9:00 position, and from the 3:00 position 15 counterclockwise to the 9:00 position.

15. The system of claim 1 wherein individual projections include a root and a tip, and wherein a plane passing through the roots of the projections is generally perpendicular to a direction of gas flow through the nozzle.

16. The system of claim 1 wherein individual projections include a root and a tip, and wherein a plane passing through the roots of the projections is canted relative to a direction of 20 gas flow through the nozzle.

17. The system of claim 1 wherein the nozzle is a turbofan nozzle, the internal flow surface is a first internal flow surface positioned to receive a fan flow, the exit aperture is a first exit aperture, the perimeter is a first perimeter, the projections are first projections, and the length decreases in a first manner along a portion of the first perimeter, and wherein the system further comprises:

a second internal flow surface positioned to receive an engine core flow, the second flow surface terminating at a second exit aperture, the second exit aperture having a second perimeter, the second perimeter including multiple second projections extending in an aft direction, with an aft portion of individual neighboring second projections spaced apart from each other by a gap, and with a geometric feature of the multiple second projections varying in a second manner different than the first manner along a portion of the second perimeter.

18. The system of claim 1 wherein the nozzle is elongated along a longitudinal axis, and wherein an unstalled thrust vector of the nozzle is parallel to the longitudinal axis.

19. The system of claim 1, further comprising a pylon carrying the nozzle, and wherein the length of the projections decreases in a direction away from the pylon.

20. The system of claim 1 wherein a thrust vector of the nozzle is not aligned with an acoustic intensity vector of the nozzle.

21. The system of claim 20 wherein the acoustic intensity vector is for a single frequency.

22. The system of claim 20 wherein the acoustic intensity vector is one of multiple acoustic intensity vectors, each corresponding to a single frequency.

23. The system of claim 1 wherein the nozzle is a turbofan nozzle having a fan flow path in addition to the core flow path, and wherein the internal flow surface bounds at least part of the fan flow path.

24. The system of claim 1 wherein the nozzle is a turbofan nozzle having a fan flow path in addition to the core flow path, and wherein the internal flow surface bounds at least part of the core flow path.

25. The system of claim 1 wherein the nozzle is a turbofan nozzle, the internal flow surface is a first internal flow surface positioned to receive a fan flow, and the exit aperture is a first exit aperture, and wherein the system further comprises a

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second internal flow surface positioned to receive an engine core flow, the second flow surface terminating at a second exit aperture, the second exit aperture being downstream of the first exit aperture.

5 26. The system of claim 1 wherein the nozzle is a turbofan nozzle, the internal flow surface is a first internal flow surface positioned to receive a fan flow, the exit aperture is a first exit aperture, the perimeter is a first perimeter, the projections are first projections, and the length of the first projections varies in a first manner along a portion of the first perimeter, and wherein the system further comprises:

a second internal flow surface positioned to receive an engine core flow, the second flow surface terminating at a second exit aperture, the second exit aperture having a second perimeter, the second perimeter including multiple second projections extending in an aft direction, with an aft portion of individual neighboring second projections spaced apart from each other by a gap, and with a geometric feature of the multiple second projections varying in a second manner different than the first manner along a portion of the second perimeter; and wherein:

the first projections decrease in length around the first perimeter from a 12:00 position at the first perimeter to a 6:00 position at the first perimeter; and wherein the second projections increase in length around the second perimeter from a 12:00 position at the second perimeter to a 6:00 position at the second perimeter; and wherein the first internal flow surface includes a portion of a fan flow duct having a varying flow area with a convergent section, a divergent section downstream of the convergent section and a throat between the convergent and divergent sections, with gaps between neighboring first projections originating downstream of the fan duct throat.

27. An aircraft system, comprising: a jet engine exhaust nozzle having an internal flow surface positioned outwardly from a core flow path, the nozzle having an exit aperture, the exit aperture having a perimeter, the perimeter including multiple projections that are (a) non-moveable relative to the core flow path or (b) movable relative to the perimeter, the projections extending in an aft direction and circumferentially spaced about the perimeter with a length of the multiple projections decreasing successively from one projection to the next around half the perimeter.

28. An aircraft system, comprising: a turbofan engine exhaust nozzle that includes: a fan flow duct having a first internal flow surface positioned to receive a fan flow; a core flow duct having a second internal flow surface positioned to

50 receive an engine core flow; and wherein at least one of the fan flow duct and the core flow duct has a varying flow area with a convergent section, a divergent section downstream of the convergent section, a throat between the convergent and divergent sections, and an exit aperture having a perimeter

55 that includes multiple projections that are (a) non-moveable relative to the core flow duct or (b) moveable relative to the perimeter, the projections extending in an aft direction, with circumferentially adjacent projections spaced apart from each other by a gap, and wherein the gaps are positioned downstream of the throat, and wherein a length of the projections in a first group decreases successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group decreasing successively over at least three projections

60 from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane.

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29. The system of claim **28** wherein the fan flow duct has the convergent section, the divergent section and the throat.

30. The system of claim **28** wherein the fan flow duct has a varying flow area with a convergent section, a divergent section downstream of the convergent section, a throat between the convergent and divergent sections, and wherein the core flow duct has an exit aperture with a perimeter that includes multiple projections extending in an aft direction, with an aft portion of individual neighboring projections spaced apart from each other by a gap.

31. The system of claim **30** wherein the projections of the fan flow duct vary in a first manner around the perimeter of the exit aperture of the fan flow duct, and wherein the projections of the core flow duct vary in a second manner around the perimeter of the exit aperture of the core flow duct, the second manner being different than the first manner.

32. The system of claim **30** wherein the projections of the fan flow duct are first projections at a first perimeter, and wherein the projections of the core flow duct are second projections at a second perimeter, and wherein

the first projections decrease in length around the first perimeter from a 12:00 position at the first perimeter to a 6:00 position at the first perimeter; and
the second projections increase in length around the second perimeter from a 12:00 position at the second perimeter to a 6:00 position at the second perimeter.

33. The system of claim **28** wherein the projections have a length that varies in a monotonic manner around a portion of the perimeter.

34. An aircraft, comprising: a fuselage; a wing depending from the fuselage; a jet engine nozzle carried by at least one of the fuselage and the wing, the nozzle having an internal flow surface positioned outwardly from a core flow path, the nozzle having an exit aperture, the exit aperture having a perimeter with an outboard section facing away from the fuselage and an inboard section facing toward the fuselage between the outboard section and the fuselage, the perimeter including multiple projections that are (a) non-moveable relative to the core flow path or (b) movable relative to the perimeter, the projections extending in an aft direction, with an aft portion of individual neighboring projections spaced apart from each other by a gap, and with inboard projections at the inboard section having a length different than a length of outboard projections at the outboard section, the length of the projections in a first group decreasing successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group decreasing successively over at least three projections from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane.

35. The aircraft of claim **34** wherein the inboard projections have a different angular deflection relative to a direction of gas flow through the nozzle than do the outboard projections.

36. The aircraft of claim **34** wherein the inboard projections have a different shape than do the outboard projections.

37. The aircraft of claim **34** wherein the inboard projections have a different number density per unit length along the perimeter than do the outboard projections.

38. The aircraft of claim **34** wherein the nozzle is a turbofan nozzle, the internal flow surface is a first internal flow surface positioned to receive a fan flow, the exit aperture is a first exit aperture, the perimeter is a first perimeter, the projections are first projections, and the length of the first projections varies in a first manner along a portion of the first perimeter, and wherein the system further comprises:

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a second internal flow surface positioned to receive an engine core flow, the second flow surface terminating at a second exit aperture, the second exit aperture having a second perimeter, the second perimeter including multiple second projections extending in an aft direction, with an aft portion of individual neighboring second projections spaced apart from each other by a gap, and with a geometric feature of the multiple second projections varying in a second manner different than the first manner along a portion of the second perimeter; and wherein:

the first projections decrease in length around the first perimeter from a 12:00 position at the first perimeter to a 6:00 position at the first perimeter; and wherein the second projections increase in length around the second perimeter from a 12:00 position at the second perimeter to a 6:00 position at the second perimeter; and wherein

the first internal flow surface includes a portion of a fan flow duct having a varying flow area with a convergent section, a divergent section downstream of the convergent section and a throat between the convergent and divergent sections, with gaps between neighboring first projections terminating downstream of the fan duct throat.

39. A method for manufacturing an aircraft, comprising: selecting a fuselage configuration; selecting a wing configuration; selecting configuration of a turbofan nozzle to include:

a fan flow duct having a first internal flow surface positioned to receive a fan flow;

a core flow duct having a second internal flow surface positioned to receive an engine core flow;

selecting an exit aperture of at least one of the ducts to have a perimeter that includes multiple projections that are (a) non-moveable relative to the engine core flow or (b) movable relative to the perimeter, the projections extending in an aft direction, with an aft portion of individual neighboring projections spaced apart from each other by a gap; and

selecting a length of at least some of the projections in a first group to decrease successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group to decrease successively over at least three projections from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane.

40. The method of claim **39** wherein the nozzle is carried by the wing and wherein selecting a length includes selecting a length of the projections to be greater for projections closer to the wing than for projections further from the wing.

41. The method of claim **40** wherein selecting a length includes selecting the length of neighboring projections to decrease around the perimeter from a 12:00 position to a 6:00 position.

42. The method of claim **39** wherein the nozzle is carried by the fuselage and wherein selecting a length includes selecting a length of the projections to be greater for projections closer to the fuselage than for projections further from the fuselage.

43. The method of claim **42** wherein selecting a length includes selecting the length of neighboring projections to decrease around the perimeter from a 3:00 position to a 9:00 position.

44. The method of claim **39** wherein the nozzle is carried by the wing and wherein selecting a length includes: selecting a

length of the projections to be greater for projections closer to the wing than for projections further from the wing; and selecting a length of the projections to be greater for projections closer to the fuselage than for projections further from the fuselage.

45. The method of claim 39 wherein selecting an exit aperture includes selecting the exit aperture of the fan flow duct to include first projections and selecting the exit aperture of the core flow duct to include second projections, and wherein selecting a length includes selecting a length of the first projections to vary in a first manner and selecting the length of second projections not to vary or to vary in a second manner different than the first.

46. A method for operating an aircraft, comprising: generating a flow of gas with a jet engine; delivering the gas through a nozzle having a trailing edge perimeter including multiple projections extending in an aft direction, with an aft portion of individual neighboring projections spaced apart from each other by a gap, and with a length of the projections in a first group decreasing successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group decreasing successively over at least three projections from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane; and generating a first thrust level and producing a first noise level by mixing the gas with an adjacent stream of air external to the nozzle at the gaps to produce more thrust and less noise than is produced with the jet engine coupled to the nozzle without the projections.

47. The method of claim 46 wherein mixing the gases includes mixing the gases at different rates at different points around the trailing edge perimeter.

48. The method of claim 47 wherein mixing the gases includes mixing the gases by a first rate at a projection having a first length, and mixing the gases by a second rate less than the first rate at a second projection having a second length less than the first length.

49. A method for controlling aircraft noise, comprising: directing gas through a jet engine nozzle; and controlling a total thrust vector of the gas to be non-parallel to an acoustic intensity vector at one or more one acoustic frequencies by 5 passing the gas adjacent to multiple nozzle projections and mixing the gas with adjacent freestream air at the nozzle projections, wherein the multiple projections extend aft from a perimeter of the nozzle exit, the multiple projections having different lengths, the multiple projections being (a) non- 10 moveable relative to the gas or (b) movable relative to the perimeter, and wherein a length of the projections in a first group decreases successively over at least three projections from one projection to the next along a first portion of the perimeter, and a length of projections in a second group 15 decreased successively over at least three projections from one projection to the next along a second portion of the perimeter, the second portion being mirrored relative to the first portion about an axially extending plane.

50. The method of claim 49 wherein controlling the thrust 20 vector includes controlling the thrust vector for the nozzle when uninstalled to be generally parallel to a longitudinal axis of the nozzle.

51. The method of claim 49 wherein controlling the acoustic 25 vector includes controlling the acoustic intensity vector for the nozzle when installed on an aircraft to be non-parallel to the longitudinal axis of the nozzle.

52. The method of claim 51 wherein controlling the acoustic vector includes controlling the acoustic intensity vector to be directed away from a fuselage of the aircraft.

53. The method of claim 51 wherein controlling the acoustic 30 vector includes controlling the acoustic intensity vector to be directed upwardly, so that the acoustic intensity is lower below the aircraft than above the aircraft.

54. The nozzle of claim 27 wherein the first projections 35 decrease in length around the perimeter from a 12:00 position to a 6:00.

55. The aircraft system of claim 1 wherein the projections are generally sheet-like elements.

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